

## A FEW REASONS

**Why that portion of the Grand Trunk Railway between Kingston and Toronto, should not be located along the shores of the Bay of Quinte and Lake Ontario :—on the contrary, why it should run through the interior, via Peterboro' :**

Firstly,—Because, a Railway running along the navigable waters of the Bay and Lake would open up no country,—would develop no new resources,—neither would it add to the value of land, or the price of produce.

Secondly,—Because, a Railway along the shores of these waters would, for eight months in the year, have to compete with its splendid Steamers and Propellers,—thus rendering the chance of its becoming a profitable investment of capital, exceedingly problematical.

Thirdly,—Because, a Road along the Front is not so much required, and would not contribute so much to advance the interests of the Province, as one through the interior of the country.

Fourthly,—Because, a Route nearly, if not quite as short, with easy grades, and of cheaper construction, can be had through the interior.

Fifthly,—Because, The Central Line (supposing both were built, and taking statistics for our guide,) would at this moment have a larger population to contribute to its support, and would command a larger local business.

Sixthly,—Because, while the expense of the grading and superstructure upon both lines would be nearly or quite the same,—the *right of roadway* would be obtained through the interior *at one half the cost* it could along the front. The difference, also, in the expense of bridging (a very large item in Railroad making) would be found equally in favour of the Central Line.

Seventhly,—Because, the location of a Railroad through the interior of a country possessing such vast natural resources as that through which it is proposed the Central Line should pass,—a Road which can never have the shadow of a competitor, must be certain to command a large and profitable way traffic,—would treble the value of every acre of land in the Townships through, or near, which it would run,—would open up to immediate settlement a large and valuable tract of country in the rear, and tend more than any similar line of Road to promote the interests of the Province generally.

For these, and many other equally valid and important reasons, the advocates of the "Central Line" earnestly, but most respectfully, call the attention of the Government and the Legislature to the advantages of its adoption.

Quebec, 7th Sept., 1852.